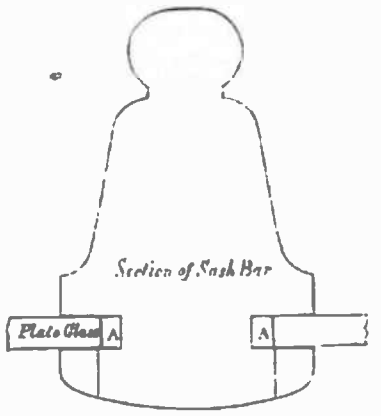
poor balm in that broken heart, and recover that distracted mind? Then would it not be more prudent as well as human for those that would be patrons and aid art, to take Roscoe as their model in this case? In doing so, they would not only confer a lasting benefit on art and posterity, but it might be that "the blessing of him that was ready to perish might come upon them," and perhaps in the end it might be said that they had "caused the widow's heart to sing for joy." It will be readily perceived, that when I say this I mean not those who have been surrounded with "appliances and means" of every kind from their youth up,—who take it up as a novelty, not as a profession,—but those who have devoted their very heart and soul to this laudable work—who have spent all that they had in their studies and travels; and who now sit down, asking no more than that their abilities will be appreciated and rewarded accordingly.—I am, Sir, &c.,

T. W.

NOTES IN THE PROVINCES.

The Eton College Chapel alterations and improvements, begun in the summer, under Mr. Noel's superintendence, will be finished early in December.——A central site for the Bucks Lunatic Asylum has been advertised for.——A committee has been appointed by the council at Southampton for the establishment of baths and washhouses.——The Earl of Digby has given the munificent donation of 2,500*l.* towards the repair and restoration of the Sherborne Abbey Church, for which 5000*l.* will be required.——We perceive that the Diocesan Church Building Associations, both at Ripon and Bath, have been holding their meetings, and reporting their grants towards various church and other works, for which we must refer to a separate paragraph.——Consecrations of churches have recently taken place in the Ripon and Lichfield districts, at Lichfield and at Manstone in Barwick-in-Elmet, and Wyke in the 'umquhile' parish of Birstal,—one at Baptist Mills, in the south-western district of the country, also, will shortly take place. The Manstone and Wyke buildings are in the early English style, the last for 700 and the first for 300 persons. That at Lichfield will seat 400,—pews all open. The architects of that at Wyke (St. Mary's) were Messrs. Mallison and Healey of Bradford and Halifax, and those of St. James's, at Manstone, were Messrs. Perkin and Backhouse of Leeds.——The foundation-stone of St. John's Church, Little Holbeck, was laid on Saturday week. It is to be built in the early pointed style, from a design by Mr. Scott, and will consist of a nave, aisles, and chancel, with high-pitched roofs supported on lofty clustered pillars, and carried out interiorly 'with more finished details than is usual for modern churches,' and at more than ordinary expense.——The inhabitants of Hull, according to the *Packet*, have at length 'got an excellent supply of good water' through their new water-works, which are said to be well constructed, but not sufficiently extensive. The wholesale system of dosing the people with ocranic salts, as heretofore, will thus be a benefit of which they will be likely to be forthwith unfortunately deprived. The question of either expending an additional 7,000*l.* on the new works, or repairing the old for occasional service, however, is at present under discussion.——The new barracks to be erected at Sheffield, the contracts for which have been advertised for, will, it is said, be on a scale of some magnitude.——The trustees of Sir John Wm. Ramsden have at length begun to lay out the 20,000*l.* left by the late Sir John Ramsden for the improvement of Huddersfield. The improvements have been commenced at the George Hotel, by the very appropriate enlargement of the door through which the tenants of the lord of the manor, with their pockets full of the rents, may with less difficulty than heretofore arrive at the place usually occupied by the stewards. This, says the *Bradford Observer*, is the beginning of the laying out of the 20,000*l.* left by Sir John Ramsden, Bart., several years ago, to improve his own town of Huddersfield. By those who know the pace at which the coach travels which is driven by the gentlemen who have the management of the fund, it will be fully appreciated.——Several hundred men are engaged in the various works connected with the Sunderland Docks, which are proceeding 'with great energy and spirit.'——In the village of Wellow, Notts, a house, in the Gothic style, has been erected of brick with dressed stone windows, copings, and other decorations, for Mr. W. S. Ward. Immediately in the neighbourhood are in course of erection a chapel, and two class-rooms, in addition to the Ollerton National School, with stone bell-turret, &c., all from the designs of Mr. J. A. Blenkarn, architect.——A small church, with chancel and bell-turret, is now in progress at Leverstock-green, near St. Alban's, under the able direction of Messrs. R. and J. Brandon, the erection of which is principally due to the liberality of the Earl of Verulam. The church will afford accommodation for about four hundred worshippers, and the contract is taken at 1,600*l.* The walls are to be built of flints, and the windows, piers, and arches, base mouldings, strings, &c., of Caen stone.

TO PREVENT FRACTURE OF GLASS IN SASHES BY VIBRATION.



Sir,—Above is the section of a sash-bar, such as is used for heavy plates of glass in modern shop-fronts. It is no unfrequent thing to find large and valuable plates of glass cracked and ultimately fractured, not by any accidental blow, but from the weighting of the fronts, the pressure of the sash, or the vibration of the streets. Any one of these causes may act independently, but frequently all combine to fracture the large plates of glass at present used. The settling of the fronts must be remedied in the construction of the beam thrown over the opening; but cracks, through the nipping of the sash-frame and the vibration, may be prevented by the means shewn in the accompanying section. Plough a groove in any sash-bar, as shewn at A, and fill it in with vulcanized indian-rubber. This may be purchased in sheets, and then cut up into strips of the required breadth, and let into the groove so as to receive the bearing-edge of the plate-glass all round. It will not need any argument to prove that the glass will be no worse for resting on this yielding pad, and that it will be so preserved from fracture. I have had it in trial for nearly twelve months in some shops in Manchester, where the glass is in two squares, 15 feet deep: it has answered admirably. Robert Rawlinson.

Liverpool, Nov. 5.

Wood Pavement.—The repaving of Lombard-street with wood was proposed on Tuesday before the Commissioners of Sewers, City. It was opposed by Sir Peter Laurie, but strongly supported by others; and it was eventually carried by a very large majority—23 to 6. The cost will be about 900*l.*; but the bankers residing in that street have undertaken to defray one-third of the expense of the new paving.

Stain for New Oak.—A correspondent, who objects to the use of lime-water as a stain for oak, on the ground that the colour produced, though good at first, becomes in two years of a foxy red, says,—For new work, especially church work, let no oil, no ash come near it, but wash it with *hot beer*, and rub it well; the grain will show admirably, and time will mellow it down to a tone which never could be acquired if it had been previously doctored.

RAILWAY JOTTINGS.

We rejoice to observe that there at length appears to be even a commendable emulation amongst the railway directors of different lines to be amongst the first to institute a series of experiments for the establishment of the means of safety and convenience to passengers in railway transit. Besides those already recorded, we now find that the Eastern Counties Company have adopted a 'railway train alarum,' called 'Dutton's Railway Communicator,' in one of their daily trains, for what the advertisers of the apparatus declare to be the 'instantaneous and unerring communication between the guards and engine-driver, and, if desired, between the passengers and guards.' On the Brighton and Chichester branch line, too, experiments have been gone into, on a plan of Mr. Brett's, for the completion of the electro-magnetic circuit through the mere hooking of the safety chains between an alarum bell beside the driver and a battery in the last carriage of the train. A like communication, it is remarked, may also be established between the passengers and the driver, but that would never do; the guards must be the only connecting wires, or hooks, or rods, between these two ticklish extremes, and probably no better plan than the one at first suggested by ourselves, and since by others, for the conversion of one of the side foot-ways, or both, into a regular *beat* for the guards, has yet been proposed, unless it be the opening of a similar beat through the carriages themselves, which certainly is less unobjectionable. Of course spring or alarum bells, beside the seats of the guards, and made to wind up and be capable of repeating an alarum for a number of times, like Messrs. Brett and Little's, with some sort of bell-pulls and handles in the carriages, might be added, for further promptitude or convenience; and even for the trifling or wanton annoyance of the guards, foolish passengers might be made liable to be fined,—to a small extent of course,—commensurate with the limits to which their mischief-making or alarum-exciting faculty would thus be effectually confined. A more complete system of surveillance and *guardi*anship will probably not be readily attained at less expense or inconvenience otherwise; and if there should, we would as readily advocate its adoption. As to the communication between guard and driver, that of course is a desideratum apart from that between passengers and guards. We confess it would warm our heart to hear the stirring sound of the bugle or the trumpet on the rail of new, as on the road of old; and surely one guard might at least be able to pass on the echo to another, till it rang in the driver's ears beyond even the wildest screech of 'hell in harness,' or the din and rattle of the rail. And what, then, could be simpler, or more prompt, or ready, or effectual, than two such systems as those just recommended acting in mutual concert, and infusing life and liberty into railway transit, in place of the present passive, helpless, hurrying onwards in the midst of accidents, 'through thick and thin,' to so frequently 'inevitable destruction?' Of the practical working of highly scientific apparatuses, such as electro-magnetic wires, cords and pulleys, rods, &c., linking along a whole train of carriages, &c. &c., we have great and reasonable doubts, and in the same category we fear, too, even though *per se* a simple and ingenious enough suggestion, we must class a proposal, recently revived, to provide the driver with a mirror facing him on the funnel, in order to reflect the guards' dumb signals. Notwithstanding the compatibility of the angles of incidence and of reflection, the gradients and the curves, with the driver's all but uninterrupted process of 'taking a sight,' there is one objection which a very small angle of reflection might have by incidence suggested, *videlicet*, that but too frequently the whole of the guard's dumb show might, at the critical moment, end in *smoke*, and the driver thus fail to obtain his 'sight,' even while he might be looking, without ere a mote in his eye, for the wave of the 'ensign' by day, or even for the beam of the bull's eye by night.——By the way, we were led to attribute the suggestion of the connection of the certainly most effectual screech of the whistle with the completion of the galvanic circuit (either by wires, we presume, or by Messrs. Brett and Little's more practicable method) to Mr. Crampton, at the meeting of mechanical engi-

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